

THE INDEPENDENT.

VOL. X.

HONOLULU, H. I., FRIDAY, MARCH 31, 1900

No. 1470

Oceanic Steamship Company. TIME TABLE:

The Fine Passenger Steamers of This Line Will Arrive and Leave This Port as Hereunder.

FROM SAN FRANCISCO:	FOR SAN FRANCISCO:
MARIPOSA..... MARCH 28	MOANA..... MARCH 30
AUSTRALIA..... APRIL 11	AUSTRALIA..... APRIL 17
NOANA..... APRIL 25	ALAMEDA..... APRIL 27
AUSTRALIA..... MAY 9	AUSTRALIA..... MAY 15
ALAMEDA..... MAY 23	MARIPOSA..... MAY 25
AUSTRALIA..... JUNE 6	AUSTRALIA..... JUNE 12

In connection with the sailing of the above steamers, the Agents are prepared to issue, to intending passengers, coupon through tickets by any railroad from San Francisco, to all points in the United States, and from New York by any steamship line to all European ports.

For further particulars apply to

Wm. G. Irwin & Co.
LIMITED.
General Agents Oceanic S. S. Company.

THE PACIFIC HARDWARE CO., LTD.

Mechanics' and Carpenters' Tools.

Locks, Hinges, Bolts and Shelf Hardware,
Paints, Oils, Turpentine, Varnishes,

Kerosene, Gasoline, Benzine Distillate, Scales

-: Agricultural Implements -:

Stove Trucks, Stoves, Lamps, Lanterns.

Crockery and General Merchandise

FORT AND MERCHANT STREETS.
KING AND BETHEL STREETS.

Good Air. - Good View. - Good Health.

A Special Invitation is extended to Everybody to visit Honolulu's most delightful residence site,

PACIFIC HEIGHTS.

Via Maxima. KAIULANI DRIVE—Aptly termed, the Via Maxima or Grand Boulevard, and in itself an artistic piece of engineering—affords easy access to all points, as also scenic and marine views of exquisite grandeur at every turn.

Electric Railway. Contracts have been let for material, and the work of construction, equipping and installation placed in the hands of a competent electrical engineer to be fully completed by June 1st. Having an independent power plant we are prepared to furnish power for electric lighting, heating and other purposes, to our home builders at most reasonable rates.

As Promised. Our reservoirs are now completed and water mains laid so as to supply each lot. Permits for making water connections will be granted on application.

An inspection of the attractive homes now building, or the name of purchasers of lots, will convince anyone that PACIFIC HEIGHTS is the choicest and most select of all the residence sites of Honolulu.

For further information, prices, terms, etc., apply at office of

BRUCE WARING & CO.,
1130-11 PROGRESS BLOCK.

Theo. H. Davies & Co., L'd

SUGAR FACTORS,

— IMPORTERS OF —

General Merchandise

— AND —

COMMISSION MERCHANTS

Agents for Lloyds,
Canadian-Australian Steamship Line,
British & Foreign Marine Insurance Co.,
Northern Assurance Co. (Fire and Life),
Canadian Pacific Railway Co.,
Pioneer Line of Packets from Liverpool.

FROM PRETORIA.

The War Scare Has Not Reached Krueger's Capital.

PRETORIA, March 1.—(Correspondence.)—The calm of the Boer capital and the seeming indifference of the people to the war and all connected with it are something incomprehensible to an American observer. I doubt if London itself is more lacking in all outward signs of the war in which Great Britain is engaged than is this city within two hundred or three hundred miles of the nearest firing lines. This indifference, although of course apparent rather than real, is not confined to outward appearances and manner of life; it extends even to the every-day intercourse.

I returned a few days ago from a brief tour of Cronje's and Joubert's headquarters. Several Boer acquaintances asked me on my arrival if I had seen the last fight at Platberg, when the Boers were repulsed with a loss of 53 killed and 172 wounded. I replied in each case "Yes," but no single inquirer asked for particulars and I gave none. This same lack of curiosity, though not of interest, impressed me more than aught else at a semi-public dinner which I attended here the other day. There were about 125 persons present and toward the end of the meal I remarked to my neighbor that I had not heard the war discussed by any one within ear-shot since I sat down. He smiled somewhat sadly, I thought, and replied:

"No, and if you should walk about the room and listen to the conversation among those 125 people, I'll guarantee that you would not hear a word about the war."

I marvelled at this until he explained that the time had gone by for talk. The country had committed itself to a life-and-death struggle, it had confidence in its leaders and the subject was too painful for unnecessary discussion while the crisis was pending.

There has been considerable change in Boer sentiment, both official and popular, toward the foreign volunteers who come in very small numbers to enlist on the side of the republics. Except the Irishmen, they are proving of very doubtful advantage to the Boers. Their lack of training and skill is such a handicap that I have frequently heard Boer leaders speak of them as nuisances and the authorities openly express a hope that no more will come. There are less than 3,000, according to the best information, with the Boer forces at the front. In one case at least, their lack of discipline almost brought disaster upon the Boers. It was at Magersfontein where the Scandinavian contingent, with undoubted courage but without orders and contrary to all discipline, dashed forward at the outset of the action and seized a kopje in front of the British advance. They paid a terrible price for their foolhardiness, and they also upset Gen. Cronje's plans by bringing on the action at a point some distance from that where he desired that it should begin. As the result of this experience the Boer leaders have made a regulation that foreign volunteers, except the Irish, shall not be formed into separate commandos, and that no more than six shall be included in any one company.

The Boers are a good deal exercised over the question of the natives, both Basutos and Kaffirs. A few days ago President Steyn put three of the head chiefs of the Basutos with their retinues into a saloon carriage at Bloemfontein and sent them direct to Waterval, where the 2,600 British prisoners are confined. Head men of other tribes have been brought to Pretoria since and conducted among the British prisoners. I talked with one of these chiefs, whose principal impression seemed to be amazement at the good treatment accorded the captives.

"Why do the Boers give them good food?" he asked. "Why do they not send them to the low country where they would soon die off of fever?"

The Boers are intensely angry at the attack made by the Kaffirs at Derdepoort. This is the first time the Kaffirs have fired a shot in this war. The natives themselves protest (but this is far from adequate proof) that they were driven into action by Rhodesian troops, who, when they found that the Kaffirs had murdered women, hastily

(Continued on 4th page.)

Skeletons in Demand.

LONDON, March 20.—(Correspondence.)—In London just at present the faddists and the curio collectors are vying with one another for the possession of the skeletons of dervishes that have been brought back from the bloody plains before Omdurman. Some 150 to 200 dervish skeletons are on the London market; and experts in bones declare that their superiority over the average skeletons of commerce will cause no little stir in anatomical circles.

One of the principal dealers in London states that these fine, athletic dervishes make the finest skeletons ever put on the bone market.

"It is not so easy to insure a supply of well developed skeletons," he said, "for many of these are obtained from the stunted, half-starved type which ends its days—unclaimed and uncared for—in a casual ward or hospital. The dervish offered a rare opportunity in skeletons, and although the expense of transport is very great, the type of skeleton he makes is sure to command a price sufficiently high to cover the extra cost of freight."

"Only a small percentage have come to London—the rest have been distributed among the other large European cities, such as Vienna, Berlin and Paris. Great care has to be taken in selecting specimens from a battlefield, for those with shattered or broken bones will not furnish an entire skeleton."

"Of course there is always a sale of skulls and single bones, but the aim of those who supply anatomical dealers is to obtain entire and perfect skeletons, for these naturally bring a higher price. After the Franco-Prussian war the skeleton trade bade fair to be overstocked, and dealers 'held back' their surplus stock lest prices should be too much 'cut.' There was not a single German skeleton offered—it is always the vanquished that come to an anatomical end."

"It's a curious thing," continued the connoisseur in bones, "that the skeletons of Frenchmen should be so much whiter than British ones. The large importation of French skeletons after the war quite changed the public taste as to the color of bones, for there are fashions and tastes in bones as in other marketable wares."

"It doesn't matter how much you artificially bleach English-bred bones. They always remain yellower than those of our friends across the Channel. And a very white skeleton invariably fetches a pound or two more than a brownish yellow one, though, of course, time and exposure to air will darken and discolor the very whitest bones."

The Bock Is Here.

There is only one thing for the Boer sympathizers to do now and that is to call frequently on the goat that should have bucked the lion. The Bock Beer for this season has arrived and is being freely distributed at the Merchant's Exchange. Seeley Shaw is fortunate in securing this first invoice of the celebrated brew after the quarantine was raised on his premises, and Sam Nowlein says "take Bock, boys," while painting a sign indicating that he is presiding over a branch of Tammany Hall. This year's Bock is the best ever landed in Honolulu and has the effect of a prophylactic injection, minus the \$2—except you take enough of it.

CIGARS

Some men come here to select a ham a tea flavor a brand of olive oil or something to eat that they are very particular about.

They should select their cigars as carefully. Here they may have their choice from a big stock.

We have cigars from these Havana factories:

Africana. Bock & Co.
Henry Clay. Villar.
Upmann. Intimidat
and others.

LEWIS & CO.,

Telephone 240. 111 Fort Street.

Wilder's Steamship

LIMITED:

TIME TABLE.

Stmr. KINAU,

FREEMAN, Master.

MOLOKAI, MAUI, HAWAII.

NOTICE—CHANGE IN SAILING OF STEAMER KINAU.

On and after Tuesday, Nov. 6, the steamer Kinau will sail from Honolulu on Tuesdays at 12 noon, for Kaula, Kaula, Laha, Laha, Maalea Bay, Kihel, Makena, Mahukona, Kawaihine, Laupahoehoe and Hilo.

Returning will sail from Hilo every Fridays at 2 p. m. for above named ports, arriving at Honolulu on Saturdays.

Passengers and freight will be taken for Makena, Mahukona, Kawaihine, Hilo, Hakelau, Hoonam, Papakou and Pepee eo. Passengers and packages only will be taken for Kaula, Laha, Maalea Bay, Kihel and Laupahoehoe.

Stmr. CLAUDINE

CAMERON, Master.

MAUI.

Will leave Honolulu every Tuesdays at 2 p. m., touching at Laha, Kaula, Kaula, Laha, Hana, Hama and Kipahulu, and returning, touches at above named ports, arriving at Honolulu Sunday mornings. Will call at Nuu, Kaupo, once each month.

Stmr. LEHUA,

BENNETT, Master.

MOLOKAI, MAUI, LANAI.

Sails every Monday for Kaula, Kaula, Kaula, Maalea, Kaula, Kaula, Laha, Laha, Honolulu, Olowalu. Returning arrive Honolulu Saturday mornings.

This Company reserves the right to make changes in the time of departure and arrival of its Steamers without notice and it will not be responsible for any consequences arising therefrom.

Consignees must be at the Landings to receive their freight; this Company will not hold itself responsible for freight after it has been landed.

Live stock received only at owner's risk. This Company will not be responsible for money or valuables of passengers unless placed in the care of Purser.

Passengers are requested to purchase Tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent. The Company will not be liable for loss of, nor injury to, nor delay in the delivery of baggage or personal effects of the passenger beyond the amount of \$100.00, unless the value of the same be declared, at or before the issue of the ticket, and freight is paid thereon.

All employees of the Company are forbidden to receive freight without delivering a shipping receipt therefor in the form prescribed by the Company and which may be seen by shippers upon application to the purser of the Company's Steamers. Shippers are notified that if freight is shipped without such receipt, it will be solely at the risk of the shipper.

C. L. WIGHT, President,
S. B. ROSE, Secretary,
CAPT. T. K. CLARKE, Port St. pte.

CLAUS SPRECKELS. * WM. G. IRWIN.

Claus Spreckels & Co., BANKERS.

HONOLULU.

San Francisco Agents—THE NEVADA NATIONAL BANK OF SAN FRANCISCO.

DRAW EXCHANGE ON

SAN FRANCISCO—The Nevada National Bank of San Francisco.

LONDON—The Union Bank of London, Ltd.

NEW YORK—American Exchange National Bank.

PARIS—Credit Lyonnais.

BELGIUM—Dresdner Bank.

HONG KONG AND YOKOHAMA—Hong Kong & Shanghai Banking Corporation.

NEW ZEALAND AND AUSTRALIA—Bank of New Zealand.

VICTORIA AND VANCOUVER—Bank of British North America.

Transact a General Banking and Exchange Business.

Deposits Received. Loans made on Approved Security. Commercial and Travelers Credit Issued. Bills of Exchange bought and sold.

Collections Promptly Accounted For

Metropolitan Meat Co.

81 KING STREET.

G. J. WALLER, MANAGER.

Wholesale and Retail.

BUTCHERS

— AND —

Navy Contractors.